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- 1. Most of the refrigerator cars used to transport meat from the USSR to the DDR (1) are believed to have been German equipment. In 1950, 634 serviceable refrigerator cars were available in the DDR. This amount would have been adequate if used exclusively for the handling of meat shipments in progress during the period from 20 September to 14 October 1950. However, in April 1951, the DDR railroad administration rented a sizeable number of refrigerator cars from Czechoslovakia (2). This would indicate that the number of serviceable refrigerator cars available in the DDR was not adequate for all requirements. This therefore possible that foreign refrigerator cars were also used for the handling of the meat shipments in the fall of 1950.
- 2. It is not believed that the number of axles was taken into consideration in making up refrigerator trains. In the pertinent DDR railroad decrees, mention was made only of trains composed of 40 refrigerator cars (3). According to these decrees, both two and four-axle railroad cars could be used. However, the bukk of the available refrigerator cars were two-axle cars.
- 3. It is hardly probable that the trains dispatched from the DDR to Brest Litovsk should have proceeded into the USSR after being fitted with Soviet gauge axles. Only a very small percentage of freight cars may be converted from standard to Soviet gauge and vice versa. These cars are specially marked. Since the pertinent decree of the DDR Directorate General, Railroads, does not contain any indication to the contrary, it may be assumed that meat arriving in Brest Litovsk for the Soviet occupation zone was transloaded into standard gauge railroad cars.
- 4. The type of meat shipped has not been determined. The fresh meat was shipped at a temperature of -15° C.
- 5. From the observation, at Frankfurt/Oder, of empty refrigerator cars en route to Brest Litovsk since 30 May 1951, it is inferred that a meat shipping operation similar to that of last fall has again been started (4).

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The following survey of procedures employ car axles or the exchange of bolics (when based on an evaluation of all available of various sources. The two procedures employed goods at Soviet border crossing points	ol, axle, and reports furni ployed to avo	l spring assemblic Shed previously !	os) is - Oy	*
a. Change of wheel sets. This is done means of a crame or jack and then mo gauge. This method was already in u procedure and devices for this method limited number of freight cars which with an r (russisch) following the t Ommr, Br. Adjustable refrigerator as by white buffer boxes. It takes a d minutes to change the bogies of a tw	unting it on se before Wor d were descri are adjustal ype designati nd tank cars etail of eigh	wheel sets of the rld War II. The ibed previously () ble in this way as ion letters, such are marked in ad- nt workers from 20	e desired technical 5). The re marked as Omr, dition	
disks on a special axle. This is done by disks on a special axle. This moder 1918 (F) 1950. It requires specially for the shifting of the wheel disks relating to the adjustment of axles, adjustable cars were built in the IDD Dessau, and Ammendorf near Halle, at and possibly also in Hungary. Exact required for this method of converting to the special distribution of the paragraph of a lab probably be able to convert one car	n method has designed ax Technical owere submitted R railroad cathe Tatra We information ng freight cas less time pove. A deta	been employed on the and special for the previously (6) ar factories in We perks in Exectories on the length of the transition to obsolesce than the obsolesce that of six to eigh	ly since acilities ngs Such eimar, vakia, time blc.	
It is believed that the bulk of the good transloaded at the Soviet border crossing of ears that can be adjusted from Soviet a 24-hour period is not possible (7).	g points. Ar	n estimate of the	number	
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